FINANCIAL. NANCIAL-Hambletonian Cigar, 10 cents. OANS-Money on mortgages. SAYLES, 75 East Market street. FINANCIAL-Mortgage loans, Six per cent money; reasonable fees. C. S. WAR-BURTON, & Lombard Building.

LOANS-Money on watches, diamonds, jew-elry, without publicity. CITY LOAN OFFICE, 57 West Washington street. C. E. COFFIN & CO., 90 East Market

MONEY-To loan on Indiana farms. Low-est rates, with partial payments. Ad-dress C. N. WILLIAMS & CO., Craw-fordsville, Ind. MONEY TO LOAN-On farms at the low-

est market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis. BUSINESS CHANCE. SINESS CHANCE-I have \$1,000 which I would like to invest in some small busi-ness, manufacturing preferred, and in which I can be employed. Address J. M.

BUSINESS CHANCE-If you want a half interest in a good paying business, no risk, for \$100, write us. We want a good office man for Indiana. Investigate. REVOLV-ING SAND SCREEN CO., Bloomington, Ill. BUSINESS CHANCE-Wheat is booming and is the cheapest speculative commodity in the world to-day; anyone who has a dollar to spare should buy it; trade through a responsible house and get reliable information by sending for our large ed Book, containing all the necessary formation to enable anyone to handle their investments intelligently; also our daily market bulletin, which suggests when and what to buy. Both free. STANSELL & CO., Bankers and Brokers, & Traders' Building, Chicago.

WANTED-AGENTS.

WANTED-AGENTS-Hambletonian Cigar, WANTED-Traveling or resident salesman to sell lubricating, lard and linseed oils, either on a commission or salary basis. Sample outfit furnished free. Established over twenty-five years. Address the A. G. HARBAUGH COMPANY,

58 and 60 River street, Cleveland, O.

WANTED-MISCELLANEOUS. WANTED-An idea. Write John Wedderburn & Co., patent attorneys, Washington, D. C., for their \$1,800 prize offered to

FOR SALE. FOR SALE-Hambletonian Cigar, 10 cents. FOR SALE-Will sell livery stock, \$4,000, that will net \$2,500 annually. Lock Box 10, Andrews, Ind.

ANNOUNCEMENTS.

ANNOUNCEMENT—How to become lawful physicians. Course by mau. ILL HEALTH UNIVERSITY. Chicago.

MISCELLANEOUS. MISCELLANEOUS-Hambletonian Cigar, 10

INSURANCE NEWS AND NOTES.

Officers and stockholders of the Buffalo German Insurance Company are organizing another company, with \$200,000 capital, to operate in conjunction with it. The late George Bliss, of Morton, Bliss & Co., who died a few days ago, was for many years one of the trustees of the Mu-

tual Life Insurance Company. Six of the prominent life insurance com-panies of New York hold mortgage loans amounting to \$24,320,927. Of this amount the Mutual Life holds \$7,506,600, or more

than 30 per cent. Prince Henry of Battenberg, husband of the Princess Beatrice, who died recently of coast fever while with the English army engaged in western Africa, was insuged to the extent of \$500,000.

The entire capital stock of the Mercantile Fire Insurance Company of Waterloo (On-tario) has been purchased by the London and Lancashire Fire. The Mercantile had a subscribed capital of \$200,000. Daniel A. Dunham, of the Firemen's Insurance Company of Newark, N. J., has been elected president, succeeding J. H. Kase. Mr. Dunham has been acting as vice

president for the last eleven years. The late Simon Wormser, the well-known banker of the firm of I. & S. Wormser, of New York city, insured in the Mutual Life in 1871 for \$10,000. Recently this policy became a death claim, and the amount received by his estate was \$14,841.

The report of Auditor Hemenway on the ffairs of the defunct Commonwealth Mutual Fire Insurance Company of Boston came up in the Massachusetts Supreme Court a few days ago. The auditor finds that \$250,000 should be raised by assessment. The trial, at Rochester, N. Y., of Rev. priest, for causing the burning of the parochial school house, at Charlotte, N. Y., on July 17, last, ended in his conviction of arson in the second degree and he was sen-tenced to State prison.

A San Francisco dispatch says that it is understood there that E. W. Scott, foreign vice president of the Equitable Life Insurance Company of New York, who is expected in San Francisco on Saturday next, tendered his resignation to the company be-

The Dayton Insurance Company, of Dayton. O., one of the oldest of the Ohio companies, organized in 1851, has decided to re-tire from business, and its risks have been reinsured by the Home of New York. Ex-Insurance Superintendent Kemp has been president of the company since his retire-

The Aetna Life of Hartford increased its new business last year in the life department nearly \$3,000,000, as compared with 1894. Its insurance in force was increased upwards of \$4,000,000 and its assets \$1,500,000. From its net surplus of over \$6,000,000 the company has declared an increased dividend to its policy holders.

The New York Life Insurance Company was a successful bidder at 111 for \$5,000,000 of bonds of the new United States government loan. The Mutual Life was an un-successful bidder at a lower figure for a like amount. The Equitable Life bid for two million dollars' worth of bonds, but its hid was under the limit that was favorably

The Helvetia Swiss Fire Insurance Com-pany, of St. Gall, the largest of the Swiss companies, will apply for admission to New York, and deposit the requisite \$200,000 with the New York insurance department, and \$300,000 will also be deposited
with trustees. Weed & Kennedy, who have
been the correspondents of the company in
New York, will be the United States mana-

The Harvard Mutual Fire Insurance Company, of Boston, was organized Jan. 31, and has received its charter. The directors of the company are all Harvard men. S. E. Winslow will be president and David B. Chamberlain secretary and treasurer of the company, which intends to start with a guarantee capital of \$100,000, and do business in New England, Pennsylvania, New Jersey, Delaware and New York.

It has been learned from private sources that the Duchess of Marlborough, nee Vanderbilt, is to have her life insured for \$3,-600,000 for the benefit of her husband. An application has been made and a medical report submitted. The insurance is to be placed in a syndicate of British life companies. The risk will be one of the largest ever written. Sir Dyce Duckworth, honorary physician to the Prince of Wales, made the physician to the Prince of Wales, made the medical examination of the Duchess. When Mrs. Hammersley, of New York, married the father of the present Duke, and went to live in London, she expended \$1,500,000 in restoring the palace of Blenheim, and by way of indemnity, she, at the suggestion of her American solicitors, took out a policy on her husband's life for \$1,500,000. It was denied by the Marlborough family that any of the Hammersley money was used to rejuvenate the palace, and it was asserted that the expense was borne by the Marlborough estates.

Warning to Lease.

I have found that when one is embar-rassed, usually the shortest way to get through with it is to quit talking or thinking about it, and go at something else.

DROPS TO 16,280 CARS

LOADED-CAR MOVEMENT OF LAST WEEK THE LIGHTEST IN MONTHS.

The Duration of the Joint Traffic Association Questioned-The Big Four's Model Shops.

The train records show that in the week erding Feb. 15 there were received and forwarded at Indianapolis a total of 21,970 cars, 16,280 being loaded. This is 1,050 fewer oaded cars than were handled at this point in the week ending Feb. 8, but 2,286 more than in the corresponding week of 1896, and 2,470 more than in the corresponding week of 1894. While the present volume of business is disappointing to freight men, the fact that the tonnage is in excess of corresponding perods in former years should be an encouraging feature, and it is well known that there is plenty of business in sight to be shipped as soon as the country roads become passable. So far as grain is concerned, the elevators and storehouses on the lines of railway have been nearly cleaned of their contents. Consequently, not until farmers can get in with their grain can shipments be heavy. Freight men express the opinion that present prices will be accepted and shipments of grain largely increased as soon as the producers can get to the railroads with grain and other products. The Chicago division of the Big Four is the only one of the east-and-west lines that makes

at all favorable exhibit compared with several preceding weeks of this year. This road is still hauling considerable grain from Chicago and other Northwestern points to Baltimore and for export via Newport News. The roads out of St. Louis make the most unfavorable exhibits, both the Vandalia and the St. Louis division of the Big Four dropping considerably in the average volume of their business. So far as grain is concerned, they are hauling but little. In concerned, they are hauling but little. In the way of dressed meats, provisions and live stock they are handling a larger ton-nage than in February of last year, and the west-bound tonnage of these roads is fully up to the usual February volume. Northand-south roads are doing about as much as usual at this season of the year. Being largely dependent on local business, they feel the effects of bad country roads more than do east-and-west lines, which handle more through than local traffic. Locally, freight traffic is light, but really in excess of the corresponding period of 1894 or 1895, as the manufacturers of Indianapolis are doing more than in the winters of either of the vears named, and live stock traffic compares fovorably with preceding years.

Below is given the car movement for the week ending Feb. 15, and for the corresponding weeks of 1895 and 1894;

C., H. & D.—Ind'p'lis div.. L. E. & W. Penn.—I. & V. & E.-East div...... 1,504 1,631 

Total movement ...... 21,970 20,080 18,863 Will It Last?

Milton Knight, freight traffic manager of tem as one of the board of managers of the Joint Traffic Association, says the association is doing the work laid out for it in a successful and satisfactory manner, and that it will become stronger rather than weaker as time goes by. Another trunkline official is quoted as saying that the large shippers were doing exactly what they had been expected to do. They have openly boasted that they would break down the new association within thirty days. "The thirty days have now expired," he continued, "and the association

pired. he continued, "and the association is still intact and stronger than ever. The shippers are defeated, and it is proper that they should be. Merchants do not care for bargains in the way of freight rates. They are willing to pay fair rates, and would prefer to have tariff rates maintained than themselves get a cut and feel that their competitor will probably be able to get a much heavier cut." And still another railway official is quoted as saying: "I do not think the association will last. It is not sufficiently elastic to stand the severe sufficiently elastic to stand the severe strain to which it is now being subjected. Nothing but a radical change in present conditions can save it. Its future, how-ever, cannot be definitely determined for

at least six months."

Another Phase of the Case. While friends of the Big Four are regretting the fact that Oscar Murray, vice president and freight traffic manager, left an increased salary, on the Baltimore & Ohio, a trunk-line president is quoted as saying: "I was not surprised on hearing of the resignation of Vice President Mur-

ray, of the Big Four. He felt, when he was designated as the representative of the road on the board of joint traffic managers, that it was equivalent to retiring him. He did not like the idea and said so. After I heard him express his views I concluded he would accept the first desirable offer that came to him from some other road." Another official who heard this statement said: "The policy of at least some of the joint traffic roads seems to have been to select men for their representatives on the board of managers that they were anxious to retire or get rid of.
What will become of them if the association goes to pieces in six months? Oh, they will be given some cheaper place on the roads that they represent—that is, those who are to be considered as having

been practically retired, and it will afford

them an opportunity to drop into such po-sitions more gracefully than if they were

reduced while occupying their previously

Making a Good Start. The Ladies' Auxiliary Association of the Order of Railway Conductors is making an excellent beginning, starting off with twenty-seven charter members, and some thirty more wives of conductors have signified their intention of becoming members. It is to be known as Stanton Division, No. 163, the same number as that of the Indianap-olis Division of Order of Railway Conduc-tors. The officers for the ensuing year are: Mrs. S. J. Stanton, president; Mrs. T. Love, vice president; Mrs. W. Howard, secretary. The charter members are intelligent and progressive women. Mrs. J. H. Moore, grand president, whose headquarters is at Toledo, spoke in very complimentary terms of the manner these ladies had taken hold of association matters, and predicted that, like the Order of Railway Conductors, Indianapolis Division would become one of the leaders in numbers and ability. These ladies will give entertainments and do all in

their power to elevate the order.

Train Accidents in 1895. The official record of train accidents in 1895, as published by the Railroad Gazette, shows that there were 1.487 in all, of which 602 were collisions, 810 derailments and 75 other accidents. The number of persons killed was 415, of which 38 were passen-gers, 302 employes and 75 other persons. This is a better showing than in the previous year in point of accidents, as there were 1,560, but the number of persons killed was greater in 1895 than in 1894. The latter year 1,343 deaths from accidents on the railroads occurred.

Belt Road Traffie.

In the week ending Feb. 15 there were transfered over the Belt road 14,062 cars, 320 fewer than in the previous week. Belt road engines handled 773 carloads of live stock, against 866 in the week ending Feb. 8, and Belt road engines handled for industries on its line 520 cars, against 575 in the week ending Feb. 8.

Mrs. Lease should be careful not to take into the pulpit by mistake the manuscript of any of her old speeches in which the farmers are advised to raise more h-l and least corn.

The Peoria at this point 1,437 loaded cars, and at this The Monon handled at Indianapolis last week a total of 617 cars, 448 being loaded, a falling off of ten cars as compared with the preceding week.

The Lake Erie & Western last week brought in 166 and forwarded 262 loaded vate affairs of other people.

cars, a decrease in loaded car movement as compared with the week ending Feb. 8 of

The Cincinnati, Hamilton & Dayton handled at this point last week a total of 806 cars, 592 being loaded, a decrease as compared with the preceding week of 184. The four Pennsylvania lines handled at Indianapolis last week a total of 4,689 cars, 3,149 being loaded. This is 149 fewer loaded cars than these lines handled at Indianapolis in the week ending Feb. 8.

The Big Four lines proper handled at Indianapolis last week a total of 10,563 cars, 8,045 being loaded. This was an increase over the week ending Feb. 8 of 182 loaded cars, the increase being on the Chicago and Bee-line divisions, the St. Louis division doing the lightest business in years.

The Vandalia last week handled at Indianapolis the fewest loaded cars of any week in the last two years, forwarding west 756 and bringing in 1,023 loaded cars. Of the in-bound business, 147 cars were loaded with live stock. This movement is fully 350 loaded cars below its weekly average.

Personal, Local and General Notes.

of the Queen & Crescent, has gone East on William McGuire, who for twenty years has run an engine on the Little Miami road, died on Saturday of Bright's disease. The Louisville, New Albany & Chicago earned the first week of February \$49,258, against \$46,886 in the corresponding week of 1895, and against \$44,456 in 1894.

all its stations with complete surgical out-fits, so that in case of accident there need be no delay in affording relief to injured The Indianapolis Directory, just issued, shows that there are 382 railway conductors who call Indianapolis their home.

This includes both passenger and freight No. 331, of the new passenger engines of the Cincinnati, Hamilton & Dayton lines, is now hauling Trains 35 and 36 between Cincinnati and Indianapolis and making an

On Saturday two of the large new Class L engines for fast passenger service were turned out of the shops at Altoona. Both will be put in service on Western lines, which greatly need heavier locomotives for through trains It is now thought that on his return

President Cable, of the Chicago & Rock Island, will abolish the position of traffic

manager and place the duties of the posi-tion on W. M. Johnson, general freight agent, an old Big Four man.

ing rebuilt. Joint Traffic Association, on Friday gave a and Elm streets, in the Tenderloin district complimentary dinner to the board of man- of this city, when a tall, dark-haired man, agers of the association as a mark of his wearing a corduroy cap, came tappreciation of the confidence placed in to the company of bystanders:

im. The event is said to have been a very It is stated that General Manager Warren is to be appointed controller of the Great Northern, and that General Traffic Manager Schutte is to be retired, and the entire system, both rail and water, will be placed under the supervision of Traffic

Manager Clarke. While freight traffic with most of the roads is falling off somewhat, passenger business is increasing. The receipts from sales of tickets at Indianapolis offices last week were in excess of any week since the holidays. At the Big Four up-town office the receipts of Saturday reached \$1,220.60. W. P. Walker, jr., traffic manager of the Chesapeake & Ohio, who is to succeed Oscar Murray as representative of the Big Four

and Chesapeake & Ohio as one of the board of managers of the Joint Traffic Association, has gone to New York, and will appear with the board for the first time to-The statement that C. Tillinghast, assistant general freight agent of the Big Four's Chicago division, was to leave the road to take service under Mr. Murray, on the B. & O. is denied. Mr. Tillinghast last week stated to a close friend that he had not resigned, and had advised President Ingella that he had no intention of

dent Ingalls that he had no intention of The new shops of the Big Four in Wa-bash, Ind., will to-day be started in all departments. There are larger shops in the country, but none more complete in every respect, all the new machinery, which cost nearly \$30,000, being of the most modern type. In convenience, comfort and facilities to turn out work these shops are diffi-

The Governor of Pennsylvania was hauled on a special last week on the Pennsylvania road from Altoona to Pittsburg, over the mountains, 117 miles, in two hours and forty-two minutes, the fastest run ever made over this piece of track, except one, when President Harrison was carried from Pittsburg to Altoona in two hours and back. They told me to turn the horse

D. H. Nichols, formerly with the St. Louis & San Francisco, has been appointed general superintendent of the Pecos Valley road. W. I. Church, general passenger and freight

The St. Louis limited over the Pennsylvania lines last week broke all former speed records with a heavy train. The train was delayed by a wreck at Urbana, and an effort was put forth to make up the time between Urbana and Indianapolis, the train covering sixty-eight miles in sixty-five minutes. The train was hauled by two locomotives, and consisted of three postal cars, two express cars, two coaches and

reported regarding the proceedings at the bers. It was decided that all other ques-tions remaining on the call for considera-tion were matters on which joint action would have to be had with lines in the and Elm streets." joint traffic agreement, and it was there-fore decided to ask a conference with these lines, to be held in New York at some convenient date within the next ten days.

WEALTH OF THE ASTORS.

Not Known to the Public, but It Is Believed to Be Immense. New York Letter in Pittsburg Dispatch. The Astors are adding to their realty holdings. To-day William Waldorf Astor purchased an old church building on Forty-

sixth street, between Sixth and Seventh avenues, which covers three city lots. By this purchase the great estate gobbles the entire block, with the exception of one lot. As this block is one of the several selected for the metropolitan terminal of the big North river bridge, which will surely be completed within six or seven years, the reasons for the purchase are obvious. The Astors-William Waldorf and John Jacobare undoubtedly the largest individual owners of real estate in Gotham. Like the founder of their house, they have always regarded city land as the best and safest investment. Old John Jacob first became a real estate owner in 1789, when he bought for \$25 a lot of land on the Bowery, near Elizabeth street. Twenty-one years later he was the largest holder of real estate in town, and his descendants have ever since kept the lead in this respect. In 1835 he sold the Astor House for \$1. William B. Astor had expressed a desire to own it, whereupon John Jacob told him that he would sell it to him for the amount named. The bargain was concluded on the spot. The greatest care has always been taken to keep the exact value of the Astor estate from becoming public. When John Jacob Astor the first died he was said to be worth \$20,000,000. At William B. Astor's leath it was reputed that he was worth \$50,000,000, but this estimate has been declared too low. A few millions could be added with safety at present, and every hour increases the valuation. Ever since 1811 the Astor family has been putting its spare change into Manhattan island real estate. Rents which accrued were reinvested with a particular view to the location of the property. John Jacob and William Waldorf have continued to make investments in Harlem and the new annexed district within a few years. They keep a sharp eye on the trend of trade and the growth of new districts. One real estate authority, in speaking about the Astor land holdings, said that south of Eighty-sixth street it included twenty-five acres of soll solidly built up. Yet this large amount of property does not amount to more than half of the Astor estate, which owns land and buildings around Jerome Park and along Riverside drive and the boulevard. It is the business custom of the Astors to give leaseholds of twenty-one years, on which the lessees build, the lease being subect to renewal at the end of twenty-one years on a reappraisement. The ground rents for these proper-

NEWS IN SUNDAY'S JOURNAL. Resume of Chief Events Printed in

the Issue of Feb. 16. Secretary Morton was given a severe roasting in the House Saturday. A company is being organized to build new stock yards in Buffaio, N. Y. Mrs. Eliza J. Nicholson, owner of the New Orleans Picayune, died Saturday. It is stated that eight new vessels will be added to the navy within six months. Capt. W. F. Mannix, a newspaper corre-spondent, was expelled from Cuba Satur-It is announced that Princess Beatrice will e made a duchess, with succession to her

There is a belief in Germany that there will yet be war with England over the It is said that Morgan's syndicate made \$1,500,000 by closing out its bond allotments when it did. Italy has recognized Prince Ferdinand of Bulgaria, and the other powers are ex-W. C. Rinearson, general passenger agent The British consul at Archangel, Russia

has confirmed the report that Dr. Nansen is returning from the north pole. A. J. Balfour, First Lord of the British Treasury, was thrown from his blcycle and rolled in the mud in Whitechapel. Wm. H. Hughitt, son of the president of the C. & N. W. railroad killed himself at the home of his father in Chicago. A resolution was adopted by the House, Saturday, for investigation of government officials who do not carry out the law. The Lehigh Valley company is equipping Mrs. Robert Laughlin and her niece, residing near Augusta, Ky., were murdered by unknown persons and their bodies were

Indianapolis.

More details of the free-love colony camto light. The German Mutual Insurance Company reorganization books were closed. Coroner finds that Mrs. G. L. Turner's death was caused by an accident and not Claude St Clair sandbagged and robbed H. S. Garner, a foreman at W. B. Burford's of about \$500. He was caught before he

could leave the building. (From Sunday's Second Edition.)

A Colored Coachman's Story. CINCINNATI, Feb. 15. - The strongest link in the chain of evidence against the two murderers of Pearl Bryan made its appearance this afternoon. George H. Jackprivate coachman for Major Wittifield, on McGregor avenue, Mount Auburn, reveals the story. He is drill master and commander of the Caldwell Guards, a colored company, in this city. On Friday night, Jan. 31, he was drilling them until midnight. He went out afterward and was wearing a corduroy cap, came up and said

"Do any of you fellows want to make \$5 for driving a carriage to-night?"

Jackson accepted the offer. He has been a carriage driver all his life. Presently a square-boxed surrey was driven down to where he was, and he was told that was the carriage. He was invited to the seat, and a man with a corduroy cap and dark mustache took a seat beside him and said he would direct him. He told him that there was a doctor and a sick lady in the carrioge; that they were going to take her to Newport, and he would show him how to drive. They drove down Elm street to Third, on Third to Breadway, down Broadway to the Newport bridge and crossed over into Newport. There was a curtain in the surrey at the

back of the driver, so that Jackson could not see who was in the inside, but he heard the voice of a man and a "funny noise made by a woman." After driving through Newport he became alarmed and wanted to jump off. This was after midnight, and no one was on the street, so that he could make an alarm, but he was very much frightened. The man on the seat beside him put a revolver to his head and said: "You drive that horse or I'll make an end of you very quickly.

The horse was a large gray horse, held a

high head and moved very rapidly, and he was kept moving. The man on the seat with him took his name and his residence and learned all about him, and said if you ever say anything about this we will kill you. And if we get into trouble we have friends on the outside that would follow you up and kill you. Jackson says: "I believe they have been following me. It may be imagination, but I think I have been followed ever since those men have been in jail. I had never driven out on that road before that I know of. The man on the seat directed me how to go. It was a very crooked road. We came out at last where they told me to stop. There was some thickets near by. They said the house where the woman was to go was not very far the woman was to go was not very far away. They would take her across there around and wait for them. The man in the surrey got out first and helped the woman. She leaned on him heavily, and as she walked along dragged her feet. It was too dark for me to see anything. The man who agent of the line, has resigned, and the position has been abolished. His duties are to be looked after by General Manager Faulkner. E. F. Draper has been appointed auditor and paymaster of the road. stead of that I found a piece of railway rail about a foot long, with two holes in it. I hitched the horse to that and waited a little while. I heard a very queer noise, some-thing like scuffling in the leaves, along with a noise that I can't describe, that I think was made by the woman. It sounded like a woman's cry in distress. I remembered the strange noises that the woman had been making all the way out. That noise that I heard in the thicket frightened me, and I ran away as hard as I could run. I got home on foot about 4:30 o'clock in the morning. I did not see anything more of them. "When I heard of this murder I thought Chicago last week, other matters of im- it must be the same case. I was afraid to portance were considered. It was decided talk on acount of the threats made. At last to postpone the final adoption of their new I thought I ought to talk about it and tell agreement pending the outcome of the all I know. I did not see any of these overtures made to outside lines to become members. This action was taken with the view of avoiding the necessity of any changes in the agreement after it had once been adopted, to make it acceptable to those outside lines on their becoming members. The was slender or not. All three wore dark those outside lines on their becoming members.

make short turns. He said the horse was very large and was very spirited; he went freely and very rapidly; that the surrey was closed all the way out with curtains, and that the moaning of the woman never ceased all the way out. At midnight the colored coachman was taken to the jail and the two prisoners were brought out and placed in a line of twenty-five or thirty, resembling them as nearly as possible in dress and appearance, and Jackson was asked to pick out the man who sat on the seat when he drove the surrey to Fort Thomas. He took his time about it, inspecting man by man. At last he went up to Walling, looked up and down from his head to his feet, in front and all around him, and then stepped out in front of him and said: "I am sure this is the man that sat on the seat with me." Then he added: "If I could hear his voice I could tell better." Walling was bidden to speak and to repeat the threats that he is alleged to have made to the negro. He repeated them after the negro. Jackson said: "I wish you would put a little more force in your voice." Walling did so, rocking on his heels and slightly trembling, whereupon

the negro said: "That's his voice; only it's a little stronger. As to Scott Jackson, he went round and selected several men that seemed to be about Jackson's size. He said: "I did not see this man except when he got out of the carriage in the darkness, and I only know about his size. Bring him up by this other Scott Jackson was brought up by Walling. The negro said: "This looks like the other man. I'd like to hear his voice." Scott Jack-

son spoke. The negro said: "Speak a little louder. He spoke again. The negro said: "Put more force in it." Scott Jackson put more force in it. The negro said: "I can't be sure about this man. His voice sounds very like the voice of the man who told me to turn the carriage around and who helped the woman out, only it was a great deal harsher. Jackson blushed a trifle and Walling seemed to grow very nervous. Both were taken to their cells and locked up.

The negro, George H. Jackson, is now going out with the detectives on the road to where he took these people the night of the murder. The police consider the identifi-cation very complete as far as Walling is

Diamond Smugglers.

PHILADELPHIA, Feb. 15.—As a result of the arrest of Captain Loesewitz, of the steamer Rhynland, early this week for the alleged smuggling of a package containing about ten thousand dollars' worth of diamonds, and his subsequent detention under \$3,000 bail for court, what is thought to be one of the most gigantic diamond smuggling schemes ever in existence is about to be unearthed. Herman Keck, of Cincinnati, the head of the largest diamond cutting establishment in this country, has been arrested and held in \$3,000 bail by United States Commissioner Bell, charged with being concerned in the smuggling. The warrant was sworn out by instructions from United States District Attorney Ingham by special

Treasury Agent J. C. Cummings, of New York city. Keck had arrived on the steamer Aller in New York on Friday, and voluntarily came to this city, accompanied by treasury officers, who had identified him from a description furnished by Captain Loesewitz, of the steamer Rhynland. When arrested Captain Loesewitz stated that the package containing the diamonds had been handed to him by Keck at Antwerp; that he had repeatedly brought packages over for Keck, but had no knowledge of the great value of them. He said he thought

they were triffing presents.

Charles Hess, of New York, counsel for the Diamond Importers' Protective Association, had a conference with District Atissued for Keck's arrest. He claimed that his clients paid 90 per cent. of the diamond duties of the country. Keck's firm only paid a small portion of the remaining 10 per cent., and yet the latter's firm absolutely controlled the market of the United States, so that legitimate importers were frozen out of the business. Mr. Hess claimed that Keck's firm was rated at 10,000 two years ago, when the duty on diamonds was 10 per cent. Since it was raised to 25 per cent. the firm's rating had increased to \$300,000. Mr. Hess stated that special treasury agents in Europe and agents of the association in that country had tracked Keck on his various visits, and United States District Attorney Ingham stated to a reporter that Mr. Keck was not held on mere suspicion, but a very strong case would be made out against him when he had his hearing on March 18 The delay is occasioned by the absence of Captain Loesewitz, who was allowed to take his vessel on another voyage, and who will not return to this port until the middle

Rankin D. Jones, of Cincinnati, appeared as counsel for Mr. Keck. He denied that his client knew the captain of the Rhyn-land, or would know him if he stood in front of him. Captain Loesewitz made statements to Collector of Port Read by which it is expected to show that the United States government has been cheated out of millions of dollars by mond smuggling operations. Mr. Keck is a member of the firm of the Coeterman, Henrichs & Keck Diamond Cutting Com-pany, of Cincinnati.

Water

Coated with Tar and Asbestos. NORTH PLATTE, Neb., Feb. 15.-Rev. Bailey, a Christian scientist, was tarred by a mob in this city Yesterday a husband at whose house he had been staying had to secure assistance in ejecting him. It was rumore that his relations with the woman of the house were not what they should have been. To-night, soon after 10 o'clock, he was pulled out of bed by a mob, taken to the railroad yards and treated to a coat of tar and asbestos. He was nearly scared to death, and prayed, begging and trembling. After being tarred he was released on a promise to leave town at sunrise to-morrow

Forty Heirs Given \$1,000 Each. decided the Phillips land case, awarding forty heirs in New Jersey and Pennsylvania about \$1,000 each. The technicality upon which they were given the award was brought out as the result of a quarrel between George Phillips and his father, aged eighty. The old man desired to dispose of some property, and, being opposed by the son, who supposed himself the sole heir, was suddenly undeceived by Phillips senior.

Negro Shot by a Mob. MONTGOMERY, Ala., Feb. 15.—Robert Williams, a negro who killed police officer Suggs early this morning while the latter was attempting to arrest him, was caught about twenty-five miles north of Montgomery this evening. While a deputy sheriff was bringing the prisoner to the county jail tonight a mob of several hundred citizens flagged the train near the city and took him from the deputy sheriff and hanged and shot him to death.

Mr. Cleveland to Be Arbiter. WASHINGTON, Feb. 15 .- The President as consented to serve as arbitrator between Italy and Brazil in the settlement of certain questions that have been pending for several years, growing out of claims of Italians for indemnity for ill treatment in riots at Rio during the Brazilian rebellion. The arbitration is to include all questions that remain open between the countries after the expiration of the next two

To Make a Bust of Colfax. SOUTH BEND, Ind., Feb. 15 .- Miss Francis M. Goodwin, formerly of New Castle, Ind., has been commissioned by the govern-ment to make a marble bust of the late Vice President Schuyler Colfax, of South Bend, to be placed in the Senate gallery at Washington.

The body must be well nourished now, to prevent sickness. If your appetite is poor take Hood's Sarsaparilla.

The general belief among doctors is that consumption itself is very rarely inherited. But the belief is becoming stronger that the tendency to consumption is very generally transmitted from parent to child. If there has been consumption in the family, each member should take special care to prepare the system against it. Live out doors: keep the body well nourished; and treat the first indication of failing health.

Scotts Emulsion. of Cod-liver Oil, with

Hypophosphites, is a fatproducing food and nervetonic. Its use is followed by improved nutrition, richer blood, stronger nerves and a more healthy action of all the organs. It strengthens the power of the body to resist disease. If you have inherited a tendency to weak lungs, shake it off.

JUST AS GOOD IS NOT SCOTT'S EMULSION. ····



THE LARGEST PIECE OF GOOD TOBACCO EVER SOLD FOR 10 CTS SAFE DEPOSITS.

Safe Deposit Vault. Absolute safety against Fire and Burgiar. Finest and only vault of the kind in the State. Policeman day and night on guard. Designed for safe keeping of

Money, Bonds, Wills, Deeds, Abstracts, Silver Flate, Jewels and valuable Trunks and Packages, etc. S. A. FLETCHER & CO., SAPE DEPOSIT. JOHN S. TARKINGTON, Manager.

ABSTRACT OF TITLES. THEODORE STEIN, Abstracter of Titles,

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The favorite of every woman who ever used it

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cleaning. Sold everywhere. Made only by THE N. K. FAIRBANK COMPANY,

THE MOELWAINE-RICHARDS CO., WROUGHT-IRON PIPE and BOILER TUBES

62 & 64 West Maryland Street Snow Steam Pumps, Mill Supplies.

COPY OF STATEMENT OF THE CONDITION OF THE

Metropolitan Life Insurance Comp'y

On the 31st day of December, 1895. THE ASSETS OF THE COMPANY ARE, AS FOLLOWS: ands owned by the company, bearing interest at the rate of - per cent., as per schedule filed. Debts for premiums..... Losses adjusted and due
Losses adjusted and not due
Losses unadjusted
Losses in suspense, waiting for further proof
Ali other claims against the company
Amount necessary to reinsure outstanding risks \$131,007 79

The greatest amount in any one risk, \$25,000. State of Indiana, Office of Auditor of State: I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 31st day of December, 1835, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 5th day of [SEAL.] February, 1836.

A. C. DAILY, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

OF THE

PROVIDENT SAVINGS LIFE ASSURANCE SOCIETY

On the 30th day of June, 1895.

Located at No. 29 Broadway, New York, N. Y. CHAS. E. WILLARD, President, WM. E. STEVENS, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

book value...

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance...

Debts otherwise secured... Debts for premiums.....

The greatest amount in any one risk, \$20,000. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above - mentioned company, on the 3th day of June, 1835, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 4th day of [SEAL.] February, 1896.

A. C. DAILY, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE

LIVERPOOL AND LONDON AND GLOBE INS. CO.

On the 31st day of December, 1895. Located at No. 45 William Mreet, New York city. Manager Home Office, Liverpool, Eng., - - - - JOHN M. DOVE. Manager New York Office. - - - - - HENRY W. EATON. THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS:

Cash on hand and in the hands of agents and other persons.

Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured—loans on life policies. 

The greatest amount in any one risk (in rare cases) \$75,000. State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 31st day of December, 1823, as shown by theoriginal statement, and that the said or gived statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official sent, this 3d day of [SEAL] February, 1894.

A. C. DAILY, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE Palatine Insurance Company, Ltd.

On the 31st day of December, 1895.

Located at No. 21 Nassau street, New York, N. Y. Home Office, Manchester, Eng. J. N. LANE, Manager. THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand and in the bands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule nied, market value.

Loans on bonds and mortgages on real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts for premiums \$2,835,235.28 LIABILITIES. Amount owing, and not due, to banks or other creditors..... Losses adjusted and due
Losses adjusted and not due
Losses unadjusted
Losses in suspense, waiting for further proof

All other claims against the company
Amount necessary to reinsure outstanding risks I, the undersigned, Auditor of State of the State of Indian t. hereby centily that the above is a correct copy of the statement of the condition of the above-mentioned company, on the sist day of December, 1835, as shown by the original statement, and that the said original statement is now on the in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 7th day of [SEAL] February, 196.

A. C. DAILY, Auditor of State.

The Sunday Journal, by Mail, \$2 per Annum